

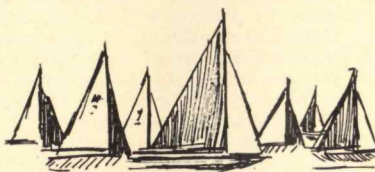
CLUB NOTES



A panoramic shot showing a section of the Spearhead Racing Fleet. Note the various attitudes of the boats in different wind lanes.

SAILS ON THE HIGHVELD

BY PETER BROWN



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A CLUB set on one of the largest inland lakes of South Africa and to be used primarily as a regatta venue? Sounds like wishful thinking! It did two years ago, when three stalwart Transvaal yachtsmen began planning such a centre. These questions will be asked again this month in clubs and homes of Transvaal yachtsmen as they study the regatta notices for the 1966 provincial championships.

What will set them talking is the name Aeolian Club. They will see the mystery club's name mentioned three times—as the site of the trophy secretary's office; a site for campers to use at R1 for the regatta and as a boat park.

The mystery is deepened by a map of the Vaal Dam which is surmounted by the very prominent headlining: "1966 Transvaal Championships. October 8-10 at North Bay, Vaal Dam." There, on the North Bay, is a spot marked Aeolian Club with a spidery road leading to it.

This is the club to be used by yachtsmen for regattas, class week-ends and, perhaps, even national regattas.

The club is no flash-in-the-pan and had its beginnings more than two years ago.

The three yachtsmen involved in the club's foundation are Selwyn Tucker, one of the province's leading yachtsmen and administrators of the sport (he is past-president of the Transvaal Provincial Sailing Association and is now secretary of the South African Federation of Aquatic Sports); Dave Stuart, one of the top Finn skippers and secretary of the Finn Association; and Wibo Zwart, one of the country's best Finn skippers.

They realised that with the rapid growth of yachting in the Transvaal the sport must have a venue away from the crowded dams and lakes. The only place which would prove suitable was the Vaal Dam with its huge waters and unpopulated shoreline. But to wait for a club to be established there when an urgent need arose would be very risky.

Although clubs like Victoria Lake Club, Germiston, have restricted their membership, there is as yet no need for prospective yachtsmen to wander to undeveloped dams to start their own clubs. But if Transvaal yachting sat and waited for the day when a club on the Vaal was a pressing

necessity, it might be impossible to obtain site.

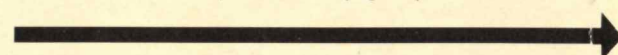
With this in mind, Tucker, Stuart and Zwart formed a private company—"with a very paternal attitude towards yachting"—in which each holds shares. The company's purpose was to buy a portion of a farm and to lease land to a club still to be formed. They found a farm with most of its 250 morgen of land covered by the dam's water. Only 20 acres is above and, of this, five acres will be let to Aeolians.

The company will use the remainder of the land for farming in an attempt to obtain some return on their capital outlay. The transfer of the land was finalised some months ago, but the trio decided against publicising the club until building had begun.

No formal meeting of Aeolians has been held and so the club is without office bearers, although it has a constitution. Until the office bearers are elected, the trio is acting in the club's interests.

One of the major difficulties they faced was providing

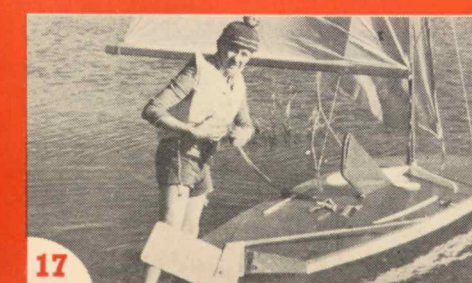
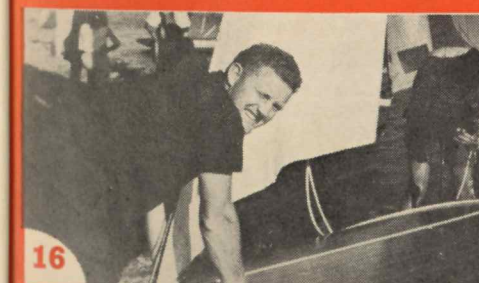
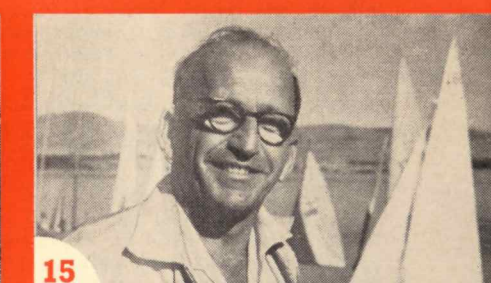
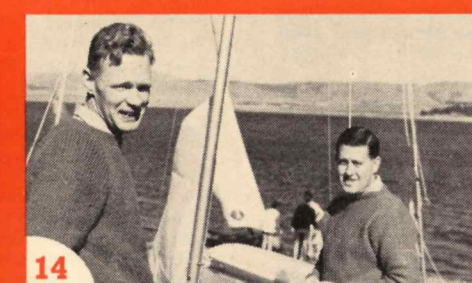
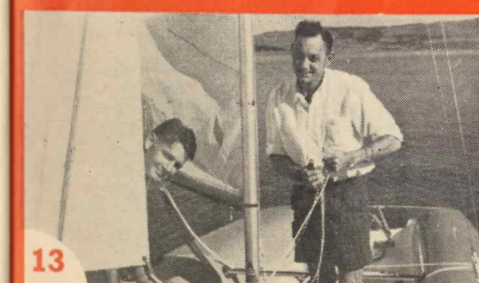
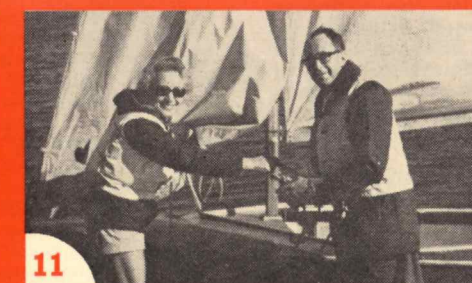
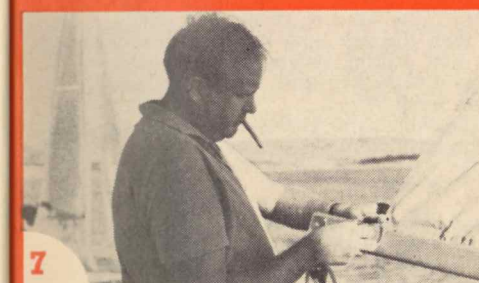
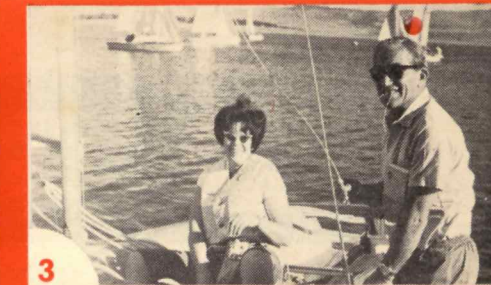
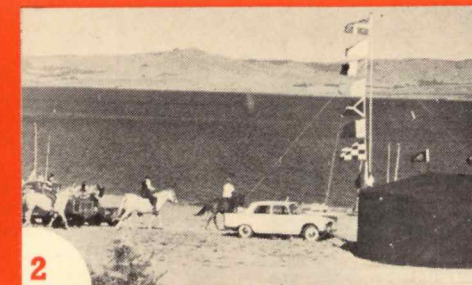
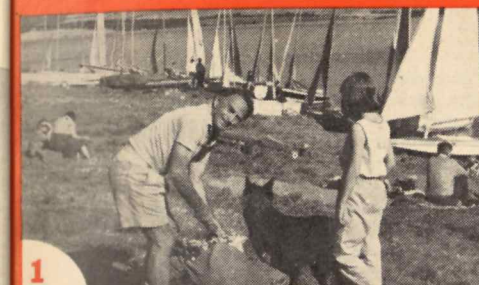
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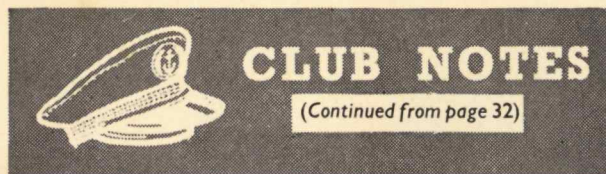


1. Guy Goodricke with Marlene, his inseparable dog.
2. The scene at the regatta. The familiar blue Rothmans tent flying her gay pennants on the right and some spectators on horseback.
3. Commodore and Mrs. Joe Duveen.
4. Austin Johnson (right) and Richard Rake of the Henley Midmar Yacht Club.
5. Len Morrison of Durban, the regatta secretary.
6. Crew of the only boat of the Glendee Yacht Club, the Sharpie Kazuka: Sheila Coffee, Mark Elliott and skipper Bunny Elliott (middle).
7. Ken MacKenzie of Durban.
8. Richard Proctor and Michael Gordon of the Henley Midmar Yacht Club.
9. The bridge was run by Mrs. Berry Smith (left) and Mrs. John Howard of Durban.
10. Visitors from Zululand were from left: Tim Chennells, Ginks Chennells, Betty Chennells, Pierre Theron, Lynne Chennells, Andrew Chennells and Bryan Chennells.
11. Len and Peggy Tibbit.
12. Landeroto du Val (right) and his crew José Palmela raced a Durban Fireball.
13. Cliff Cobeck and his crew Hugh Huntley.
14. Mike Low and skipper Basil Hulbert.
15. Fritz von Klemperen, skipper of 505 "Fly-o-fly".
16. Ted Dunster of Rothmans lends a helping hand.
17. Garth Biggs a local Dabchick skipper.
18. Winners of the Enterprise contest: Peter Gordon (right) and his crew Peter Thomson, both of the University of Natal (Pietermaritzburg) Yacht Club.

Pictures: Bianca Lavies

MIDMAR FESTIVAL REGATTA...





enough capital to construct substantial structures. They are determined not to erect ugly, makeshift buildings. Instead, they would rather wait until they have enough money to build a useful, pleasant-looking clubhouse.

To obtain money to launch the first stage, they decided to create 50 life memberships. Some of the backbone yachtsmen on the Highveld have been approached and asked to give the club R200 in return for the membership. I am told that the response has been exceptionally good.

Within a few months, Aeolians will be thrown open to ordinary membership at R10 a year.

The trio's private company will lease the five acres to Aeolians and the first few years will be rent free. They plan to increase the rent on a proportional basis when the club is properly established and has a regular income.

Aeolians' first big event will be the Transvaal Championships in October. To cater for the crowd, building has begun on the "most modern and impressive" ablution block of any yacht club in South Africa. The trio realise that the key to catering successfully for a crowd is to provide excellent ablution facilities. The block will be 80 ft. by 20 ft. and nearly every Sunday the trio are down at the Vaal organising the plumbing and construction of this monument to modern man's hygiene.

In spite of the life membership and funds derived from ordinary membership, the club is expected to have great difficulty financing expansion. To provide some of the money, each car entering the ground will be charged R1. The trio feel that yachtsmen will gladly pay this sum when they know the money will be used for improvements.

One of the major difficulties Aeolians will face is the lack of crowds each week-end. The club is more than 50 miles from Johannesburg and for the next few years it will probably be used only as a major regatta venue, attracting provincial championships and class week-ends.

During these years, growth will be slow and laborious. But it will not be long before the established clubs will find it impossible to take more members.

When this happens, Aeolians will be a natural alternative.

It will provide the best sailing waters in the Transvaal and, if members are allowed to build or rent bungalows, the club will develop as a centre for week-end racing. It will be too far to travel backwards and forwards from Johannesburg, and it is hoped that yachtsmen and their families will spend the week-end at Aeolians.

But this development is still in the future.

In the next few years, Aeolians will become a major venue in the Transvaal. It is the only possible place which can cope with a national regatta and the founders are hoping that the South African Yacht Racing Association will decide to hold a regatta there.

The development of the Vaal as a yachting centre opens many interesting areas for expansion. One of them is the promotion of deep-keeler sailing. The Tempest is expected to become a popular class, while some yachtsmen are very keen to see Royal Cape One Designs holding regular racing on the large, windy waters of North Bay.

There is already a club on the Vaal at Deneyville. But I am told that this club is on the point of disbanding and its members have already approached Aeolians for incorporation.

The founders of Aeolians will attempt to make the North Bay predominantly an area for sailing.

The Aeolians is an ambitious project. It has been courageously undertaken by three men who stand to lose their

invested money if their scheme does not succeed. But there is no doubt of this. The response to the life-membership drive has been excellent and there is already strong support for the idea of ordinary membership, and the founders are assured, when the lists open during the Provincial Championships, they will be flooded with membership forms.

Tucker, Stuart and Zwart have taken a bold step to foster yachting in the Transvaal and they deserve every yachtsman's support.

THERE are interesting innovations in the regatta notice of the Transvaal Championships. The T.P.S.A. executive is taking a firm stand with slow-thinking yachtsmen and is determined to stamp out laxity which has crept into recent championships.

Entries must be in by noon on September 30. No late-comers will be accepted. Any competitor who does not have a measurement certificate must lodge R6 deposit with his entry and, if he fails to produce the certificate, he will lose the money.

A modified Olympic course will be set in North Bay. The racing will consist of four races with one discard. Only classes which enter a minimum of ten boats will be allowed to race.

The modified International Yacht Racing Union's low-point system will be used. This tends to favour the steady, reliable skipper rather than the one who can win one or two brilliant races. The new scoring system should provide a great deal of interest, as it is the first time it has been used in an important event in South Africa.

It is rumoured some leading Natal yachtsmen, including John Sully, will enter the championships.

ON Ord, president of the Transvaal Provincial Sailing Association, had some very telling (and controversial) things to say in his annual report to the Association at the end of last month.

He noted that the Transvaal's fleet now stands at 732, with the Finns the largest class (127 boats). The five largest classes are (in this order): Finns, 127; Sprogs, 115; Dabchicks, 87; Enterprises, 63 and the Flying Dutchmen with 62.

Ord had some contentious things to say. He launched the T.P.S.A.'s campaign to radically alter the S.A.Y.R.A. council by making it smaller, compact and more able to get through constructive business without spending needless hours debating unrewarding subjects.

Ord announced that his executive has formally decided to approve "of a move to alter the constitution of S.A.Y.R.A. to make that body more effective and less cumbersome".

The thinking behind this is that the present size of the council with members for every club—and there are more than 50 clubs involved—prevents speedy work on less important subjects and great thought on the vital points in the council's annual agenda.

Transvaal councillors have found that a body of nearly 60 members talks too much and does too little.

T.P.S.A. are in favour of scrapping the council system and instituting a smaller body consisting of two representatives for each of the larger provinces—Transvaal, Natal and the Western Cape—and one councillor for each of the smaller provinces, Eastern Cape, Orange Free State and South West Africa. This system will ensure that the provinces with the larger fleets will have the greater say, while those with only a few clubs will have a representation in proportion to their size.

Among other remarks from Ord was his statement that although the T.P.S.A. "is the youngest (provincial body) in the country, it has developed and grown to the stage where today it is the 'power in the land'. This is most gratifying and speaks highly of the enthusiasm of our Transvaal yachtsmen despite their lack of water."

"Our association is today recognised as the leading authority in South Africa on the control of yachting in so far as sailing instructions and courses are concerned."

What are the other provinces going to do? Take it lying down . . . or improve their regattas?

THE T.P.S.A. executive remains the same with Ord president; Dave Stuart, vice-president; Bud Olive, secretary, and members Geoff Robin, Harry Cross and Roy Hartley, of Loch Vaal Club, who takes Brian Haynes's place (Haynes has been transferred by his company).

The annual meeting of T.P.S.A. confirmed the executive's decision to change the inter-club. This event will be restricted to three classes, two of them with national status, and for the first time will be open to all clubs.

The inter-club will be held over two races, and not one as in the past. V.L.C. was chosen as the venue and the regatta will be held on February 25 and 26.

An illuminating feature of the voting on the classes which are to compete in the inter-club is the choice of the three (in this order): Finns, Sprogs and Enterprises (F.D.s were next, but are excluded because they are not in the first three).

The recognition of the Enterprises is overdue. They are now the fourth biggest class in the province and deserve to be chosen for the important inter-club.

How much longer will their national status be withheld in the face of this acclaim?

The idea of separate class week-ends fizzled out. But it does not mean that the idea has been abandoned. Perhaps the whole question will be raised again next year.

The regatta venues for next season were allotted and V.L.C. is to get the Easter Regatta again. However, only national classes and 505s will be allowed to sail. Mountain Y.C. will have other classes with Murray Park Y.C., at Springs, racing Tempos and Enterprises.

Yachtsmen are determined to put Komati Y.C. on the map and a major regatta for all classes has been arranged at this club for the week-end of October 29 and 30. All clubs are expected to support this regatta. Unikor Y.C., Evander, will also get a regatta for the week-end April 8 and 9, 1967.

What is to be done with the 505s? This is the question which vexed delegates to the T.P.S.A. meetings when the class, with only 16 boats in the Transvaal, asked the Association to back its claims for national status.

If ever there was a case of jumping the gun, this seems to be it. Admittedly, the class has much in its favour. It is one of the largest international classes in the world today and the South African association was represented at the past world championships. But this is hardly an excuse to hijack the Association into flying its banner at the S.A.Y.R.A. meeting in August.

No, the 505s will have to do a lot more before they can expect support from a provincial body. And last month's meeting of the T.P.S.A. said exactly this. They recommended that the "Fives" wait for a year and do something to prove themselves.

The "Five" is undoubtedly an excellent boat with a great future in South Africa. But the class must not expect provincial support until it has a formidable team of skippers and the numbers to warrant such a move.

YOU have got to hand it to the Spearheads! They have come up with a real winner this time. It is the excellent

Halmatic hull. The first of the hulls from this new, progressive factory in Wynberg, Johannesburg, was shown at the recent Spearhead National Week-end, held at V.L.C. during the Republic week-end. (A full report of this event appears in the Spearhead Notes of this magazine.)

The hull belongs to Allan Eggeling and costs R250—the standard price. Completing the hull with aluminium mast, boom and good sails will cost another R250.

A new Spearhead will thus cost R500 and I am assured by senior members of the class that there will be no increase. The decking has been remodelled and emerges with sleek, bullet-like lines. The finish is perfect and many of the fittings are bonded into the hull.

The bright red-and-white hull attracted great interest at V.L.C. and was always surrounded by yachtsmen. Inquiries have been flooding in since the regatta and another batch of six hulls will soon be ordered.

The Spearheads have attracted a lot of publicity for themselves in the past 12 months. But if this is the result—a regatta attracting 27 yachts from throughout the country,

the production of a world-class fibre hull and a flood of serious inquiries each week—the trouble and criticism has been worth it for the Spearheads.

Many other classes who sit round complacently waiting for natural growth and sheer good luck could do well to copy some of the Spearhead's methods.

THE extremely popular Highveld Sprog Championships, which class chairman Paddy Pearce started last year, is likely to have an even greater support this time when nearly 40 boats—or even more—are expected at Rietvlei during the long week-end September 3, 4 and 5.

The Sprogs have registered their 718th sail.

I hear they have asked a fibreglass factory to investigate "ways and means" of making fibreglass Sprogs. There will probably be a howl of protest from some of the more enthusiastic regular members of the class when they hear this.

But it is being done for a very good reason.

The maintenance on a Sprog is exacting (and tiring) and if the factory can produce a hull as cheaply with the same strength and weight, it is likely to be popular. Top Sprogs see such a development as the start of a new wave of support for the class.

DURBAN DOINGS . . .

By Bianca Lavies

Blue Peter to set sail . . .

ANOTHER 22-ft. Van der Stadt-designed Buccaneer has joined the Durban fleet. The craft, belonging to Leslie Peyton, was christened *Blue Peter* by Mrs. Hugh Foord, wife of the late Dr. Foord, at the slipway before launching early one Saturday morning. Crowds gathered round to see the sleek well-finished little keeler enter the water.

"I am delighted Mrs. Foord was able to be present," said Mr. Peyton, "as it was her husband who persuaded me to finish this yacht which was started by David Cox."

"It was also his idea that we should start a flag class and that is why I called her *Blue Peter*. We already have Malcolm Prentice's *Jolly Roger*, the only Buccaneer in the Durban fleet, and three or four other people are also interested in building."

"David Cox had worked on her hull for five months when I took over. We had her in our garage for the next 15 months, which was a tight squeeze. I had to give up sugar to get round her!"

"We will miss having her at home," added Mrs. Peyton. "We sort of got used to having her around to work on at week-ends . . ."

Durban's First R.C.O.D. Launched . . .

THE first Durban-built Royal Cape One Design yacht received an unforgettable launching recently. It was lunchtime when a big crane hoisted her on to her keel at the yacht club and crowds of yachtsmen (looking exceptionally civilized—for a change—in suits) milled around to watch.

Most memorable of all was the final launching, at night, when the craft got stuck—in the dark—in the mud for an hour during which, in the many attempts to get her afloat, even vice-commodore Bob Fraser stripped to his underpants to help.

But then at last, there she was, afloat—a magnificently finished craft built by Dick Lindsey.

She was christened *Spray* by Mrs. Tony Sellmeyer of East London, whose husband is part-owner of the craft. They own her with Bunny Curran and Jan van de Venter, also of East London.

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more CLUB NOTES

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Two days later Bunny Curran and Jan van Venter arrived to help fitting the craft out for her trip to East London, where she will be the first R.C.O.D. in the fleet.

A two-day delay was caused, among other things, by a speedboat which had run out of control and put a large hole in topsides the morning after launching.

Finally, in a stiff easterly, *Spray* sailed out of Durban harbour with Dick Prior at her helm and her three East London owners and builder Dick Lindsey as crew.

She was a fine sight, with her new sails made by Bill Reynolds of Durban.

"We made fast time until Cape Morgan," said Dick Prior after the trip. "We were doing 10 knots, planing under mainsail. When we took the main down we averaged seven knots for the next 18 hours.

"Then we ran into a strong westerly in which we were driven back 40 miles. We tried to beat under a reefed main (the only sail we had up) but this was not possible against the seas and strong winds.

"We lost 24 hours there, but then got a light variable SSE, which took us to East London after a total trip of 2½ days."

"We got in at night, where we were made great fuss of at the East London annual prize-giving!"

"We were all impressed with the performance of the boat," said Dick Prior, who now hopes to do more sailing in Royal Cape One Designs.

Off-shore Race . . .

DURBAN'S off-shore yachtsmen had another thrilling long-distance race. Originally planned for 180 miles, the race was at the last minute cut to 110 when it was discovered that one of the two marker boats had a fault.

Only one marker, *Bonita*, could be used and the course was altered to Matikulu Bluff, nine miles north of the Tugela River, and back to Durban.

Eleven craft entered: *Thekwini* (Gordon Neill); *Carina* (George Stuart); *Skyline* (George Proctor); *Wilhelmina Maria* (Dick Barends); *Ingwi* (Gerry van Weers); *Woodrose* (Roy Tedder); *Snowgoose* (Jimmy Whittle); *Anuanua* (Dick Golden); *Coquette* (Jimmy Magee); *Gay Jock* (Captain Oram Cheape) and *Leonotis* (Bill Waldrige).

Yachts were given their handicaps before the race. *Carina* and *Snowgoose* raced on scratch, *Thekwini* had been rated the third-fastest boat and *Ingwi* the fourth.

It was bright and sunny with practically no wind on the morning of the race.

At 10.15 a.m. 10 yachts crossed the line between the committee boat, the *Emerald Isle*, and a buoy. The eleventh craft, *Leonotis*, was two hours late as her skipper had been delayed.

The craft took a long time getting on their way, but in the afternoon the wind increased to a stiff south-westerly and the yachts had a spinnaker run to the mark.

Carina, who had tacked out to sea, rounded the mark—the launch *Bonita*—first at 11 p.m. *Snowgoose* was second and *Thekwini* third. *Leonotis* had caught up seven of the craft ahead of her.

At first the yachts had a good breeze back and at dawn *Snowgoose* was leading. Then the wind dropped and when it came again it had changed to the north-east with the result that the tail-enders got it first and sailed past the leaders.

First home at 10.45 a.m., after 24 hrs. 41 min. 30 sec., was *Wilhelmina Maria* skippered by Dick Barends. She was followed roughly three minutes later by *Thekwini* and 14 minutes after by *Snowgoose*. The last craft in was *Coquette* which tied up at 7.45 that night.

After *Snowgoose* was *Carina*, who took 25 hrs. 1 min. 40 sec., then *Skyline* 25 hrs. 2 min., *Gay Jock* 25 hrs. 18 min.



The winner on handicap of Durban's off-shore race, *Anuanua*, skippered by Dick Golden, looking like a water colour picture with her reflection in the water. Photo: Bianca Lavies.

10 sec., *Leonotis* 25 hrs. 24 mins. 50 sec., *Ingwi* 25 hrs. 28 min., *Woodrose* 25 hrs. 37 min., *Anuanua* 25 hrs. 57 min. 2 sec. and *Coquette* 32 hrs. 35 min.

On handicap the winner of the race was *Anuanua*, skippered by Dick Golden. *Skyline*, skippered by George Proctor, was second and *Leonotis* third. The others on handicap were as follows: 4. *Gay Jock*; 5. *Wilhelmina Maria*; 6. *Thekwini*; 7. *Woodrose*; 8. *Ingwi*; 9. *Snowgoose*; 10. *Carina* and 11. *Coquette*.

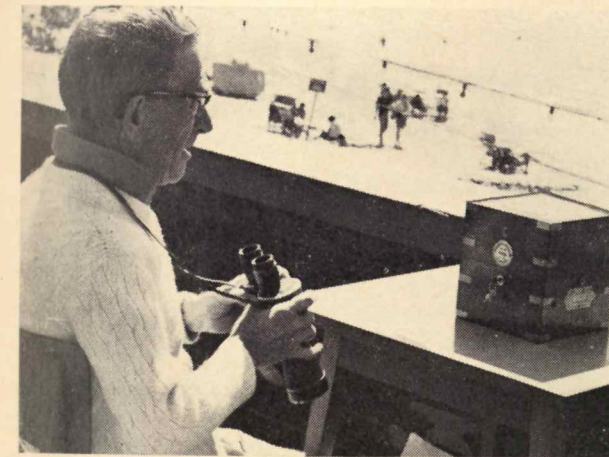
Judge Overboard . . .

WOOPS! At last it has happened—one soaking 67-year-old Malcolm Gibbs and a front page newspaper report, "Yacht race judge falls overboard . . ."

But only three-quarters of an hour postponement and Malcolm started the off-shore race (in dry clothing) as if this was a normal weekly racing hazard.

He was on board the committee boat *Anuanua*, anchoring one of the floating marks of the triangular course when the anchor cable became entangled. As Malcolm stepped aft to free it, he fell overboard.

The sea was choppy, but four racing yachts converged and a crew member of *Anuanua* had already dived overboard to help. They were put back on board by Gordon Neill's *Thekwini*.



Judge Malcolm Gibbs

Photo: Bianca Lavies

University Wants a Fireball . . .

THE ideal of the University of Natal (Maritzburg) Yacht Club at present is to buy a Fireball and to keep it in tip-top racing condition.

But their problem is funds and members have done everything possible to raise money. They had a film show, a braai, a ball at the university, a raffle and are now planning a fund-raising party. If all goes well, they will be able to buy the Fireball next year.

Two of their members, Peter Gordon and his crew Peter Thompson, won the Enterprise Class at the recent Festival Regatta.

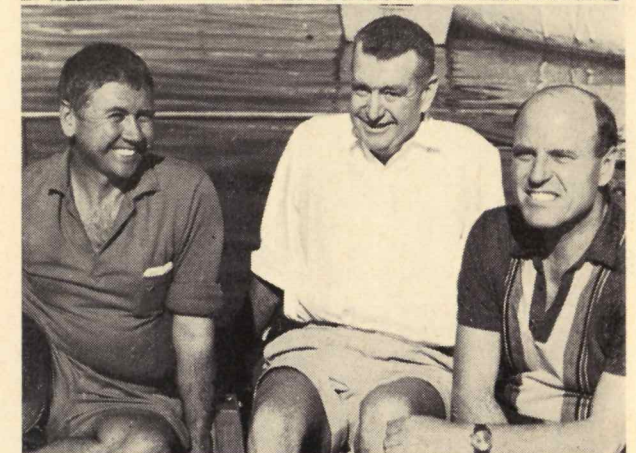
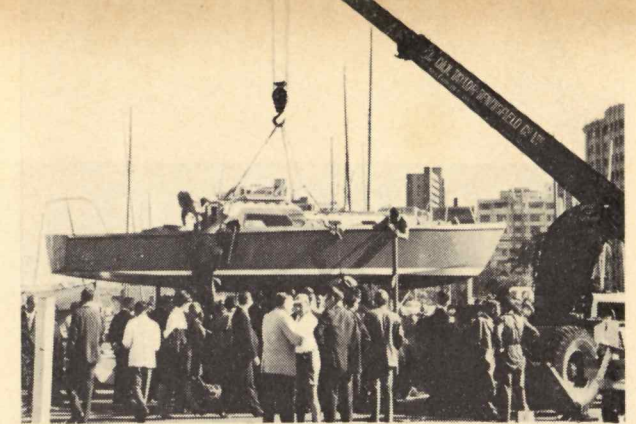
A number of students are seen each week-end at Midmar Dam, camping and working to keep up the craft of their fleet which consists of a Sharpie and a Flying Junior (the oldest in the country, they claim). One G.P. 14, an O.K. and a Dabchick are privately owned, and an Enterprise and a Sprog are periodically lent to the club.

The club, which has been in existence for three years, now has about 35 members.

"Eighty-two people showed interest at the beginning of the year, but most dropped off mainly because of the fact that there are not enough boats," said Commodore Richard Clothier.

The club's other flag officers are vice-commodore Don Holmes and rear-commodore Pete Thomson. The secretary is Diana Bircher.

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ABOVE, TOP TO BOTTOM: *Spray*'s hull (Durban's new R.C.O.D.) is being placed on the keel by a crane.

From left: Dick Lindsey, Bunny Curran and Tony Sellmeyer on board the *Spray*.

Mr. and Mrs. Leslie Peyton and Mrs. Hugh Foord toast to "Blue Peter's" good luck.

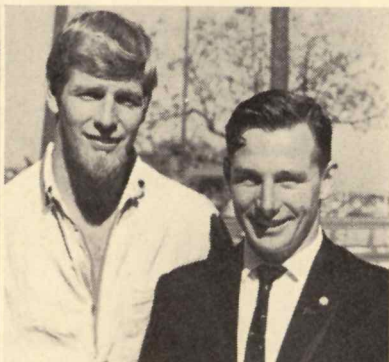
BELOW: Four students of the University of Natal (Pietermaritzburg) Yacht Club at work on one of their club craft: "the oldest Flying Junior in the country". From left they are: Peter Gordon, Rob Tait, Peter Thomson (Rear Commodore) and Richard Clothier (Commodore).

Photos: Bianca Lavies.



more CLUB NOTES

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TOP LEFT: Henry Vink's departure from Durban for a single-handed 2,200 mile trip to Mauritius in the 25 ft. Vertue class yacht Aldebaran built by himself in Johannesburg. He has previously done a trip in her to Madagascar and the Seychelles and last year sailed singlehanded from Cape Town to Durban.
TOP RIGHT: Ken Liddiard, right, and Rob Hill, two prominent yachtsmen who have left Durban for Lourenco Marques where they are fitting out the 46 ft. trident trimaran Kyalami for a worldwide charter. Ken Liddiard will be the skipper. Rob Hill is a Californian who arrived in the 34 ft. ketch Suhaili from Bombay.

BELOW: Seen at the annual prize-giving at the Royal Natal Yacht Club from left: Mrs. Michael Noyce, Mr. Gavin McFarlane, Mr. Michael Noyce and Mrs. Gavin McFarlane.

BOTTOM: Mrs. Gordon Neill, wife of the Commodore of R.N.Y.C., presents Berry Smith with the Benningfield Cup at the club's annual prize-giving. Pictures: Bianca Lavies.



Glendee Yacht Club . . .

THE Glendee Yacht Club had their annual meeting and elected John Eadees as new commodore. The vice-commodore is Bunny Elliott and rear commodore Pat Zank. The secretary is Wendy Elliott and treasurer Dan Meyer. The committee consists of Roy Schwegmann, Norman Oosteberg and Heinz Wehrman.

At the club's closing cruise the winds were so light that yachtsmen had to paddle past the Commodore while saluting him. One of the Finn skippers even went back to lend his paddle to one of the Sharpies, to enable him to creep past the saluting base.

The top yachtsman for the season was Colin Schwegmann, who, in his Dabchick *Dibilish*, consistently beat his handicap, particularly in the light winds of the second part of the year. *Dibilish* won the Drifters Half Prize, the Junior Trophy and the Crew's Race Series (skipped by Mark Elliott). Colin Schwegmann also won one of the seven monthly mugs.

Members of the club are planning to build two new Fireballs during the off-season, which will bring their fleet to 18.

Other prize-winners in the club's racing season were:

Commodore's Cup: 1. *Mkonto* (G. Durham); 2. *Kazuka* (B. Elliott); 3. *Fireflair* (J. Eades).

Windy Half Prize: 1. *Lance* (H. Mare); 2. (tie) *Sea Fever* (R. Beavitt) and *Kazuka* (B. Elliott).

Drifters Half Prize: 1. *Dibilish*; 2. *Kazuka* (Bunny Elliott); 3. *Mkonto* (G. Durham).

Junior Trophy: 1. *Dibilish*; 2. *Sea Fever* (T. Marshall); 3. *Fireflair* (R. Marshall).

Crew's Race Series (3): 1. *Dibilish*; 2. *Gerda* (N. Schwegmann); 3. *Kazuka* (S. Coffey).

Monthly Mug races: Three to *Kazuka*, one to *Sea Fever*, one to *Gerda* (R. Schwegmann), one to *Svetlana I* (H. Wehrmann).

Midmar Festival Regatta . . .

ORGANISED by Durban yachtsmen—in particular Len Morrison, the regatta secretary—a Festival Regatta was held on Midmar Dam over the four days of the week-end at the end of May.

The Henley-Midmar Yacht Club looked after the lunches and the bar. A pleasant surprise was Don Ord's sudden visit on the Monday night, with a slide show of his recent trip to Australia.

Thirty-three boats took part in the regatta. Sixteen came from Durban and one from the Glendee Yacht Club (Sharpie *Kazuka*—Bunny Elliott) an excellent turnout of visitors.

There was a special interest in the Finn Class as they competed for the Zululand Cup, usually sailed for at the Zululand Yacht Club's Inter-Club Regatta. As there had not been enough entries, it had been held over.

There were seven Finn entries, six from Durban. Hardly fair on the only local skipper, Dick Haliburton! He put up a good fight, scoring among others one first and two thirds.

The largest number of 505s so far seen at a South African regatta were on the water. Six generally and, in one race, seven. All except one—Bob Jones from Durban—were local craft.

Five Dabchicks, ten Enterprises and eight "odds"—two Fireballs, two Sharpies, and three Sprogs—completed the scene.

There were five races, four to count for the championships. Generally the winds were light, with the exception of the final race on Tuesday.

Ernie Shaw was one of the main contenders for the Zululand Cup in the Finn Class. As his own craft had already been sent overseas for his participation in the Finn Gold Cup, he skippered the first Durban-built fibreglass Finn *Friendship 7*.

Unfortunately he had nothing but bad luck. He finished last but one in the first race, after having been caught in a windless patch. He was leading in the second race when he sailed the wrong course. He won the third race, came second in the third, but again had bad luck in the last race, when a capsize at the start, followed by a general recall, put him back.

Instead, the trophy went to Robin Harris who scored

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ROUND THE BUOYS

(Continued from page 31)

3. Unlimited.
Inboards—Sterndrives
 1. 2,000 c.c.
 2. 4,500 c.c.
 3. Unlimited.
Cabin Cruisers:
 1. Over 24 ft. waterline length.
 2. Between 18 ft. and 24 ft. waterline length.
 3. Under 18 ft. waterline length.
 13. All boats must be effectively silenced either by a watercooled exhaust or exhaust muffler. Any boat not silenced to the satisfaction of the race committee, whose decision will be final and binding, will be disqualified.
 14. The following safety equipment must be supplied and carried by each entry for the duration of the race and must be approved by the racing committee:
 - (1) Crash helmets and life jackets to be worn by all occupants of the boat.
 - (2) Fire extinguishers.
 - (3) Paddle.
 - (4) Competitors are advised to carry enough buoyancy for their craft.
 - (5) Adequate anchor and length of rope—minimum of 100 ft.
 - (6) Suitable bailer or bilge pump and plastic bucket.
 - (7) Three daylight flares.
- NOTE: None of the above will be supplied by the organisers.
15. (a) All boats must display a Mobil emblem insignia on either side of the bow, and where possible, at a suitable position on the decking at the stern.
 - (b) Where possible, each boat must fly a Mobil pennant.
 - (c) The foregoing advertising material will be supplied free of charge by the sponsors.
 16. Participation is restricted to Whites only.

While it is not anticipated, the organisers reserve the right to make any alterations to the above rules, if it is deemed necessary.

Merit Certificates . . .

THE Mobil Company, who gave sponsorship to the 1966 Cape Offshore Race, have recently issued an attractive certificate to all pilots and crews who successfully finished the course.

This is both a pleasant gesture and a timely reminder that it is not long before preparations must be made for the next race. Several new rigs are already planned for April, 1967, but no one is taking it for granted that the weather will be the same as last time!

Bushmans Boating Club . . .

THIRTY-THREE pilots raced at the Bushmans Boating Club's Wagendrift Dam near Estcourt, where the third heat for the Natal Interclub Trophies for hydros, in-board runabouts and outboards were held.

Nineteen were from Durban. The balance was made up by pilots from Ladysmith, Maritzburg and local craft.

It was an overcast day with an icy wind which kept spectators and pilots well wrapped up. Nevertheless, there were many spectators and the racing was exciting. Organisation and handicapping were good. The course, a bit longer than usual, proved very suitable.

The wind increased in the afternoon, with the water rough, and caused the one flip of the day—Heinz Egly. He went over at a corner, but was thrown clear and no damage was done.

Ron Leal had bad luck in the outboards. He was leading in a scratch race when his motor seized. He did not have

the required spare part and was out of action for the rest of the day. Another unlucky pilot who spent most of the day fixing his motor was Bill Stapleton.

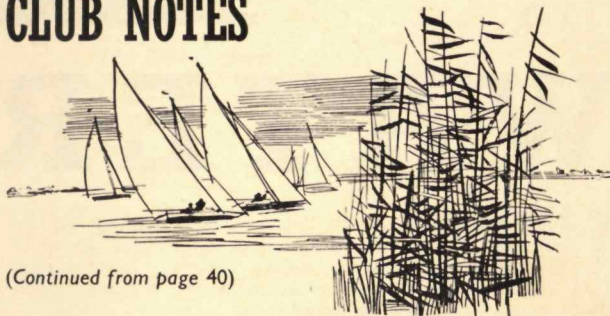
Eddie Frow did well in the inboard runabouts, winning the third heat and scoring two wins in handicap racing.

Eddie Byrne again raced the new Proprietary hull and went well, winning the third heat in the high points outboard handicap and scoring a second and a third in the other races.

RESULTS

Outboard Hydro Scratch: 1. M. Sanzin; 2. C. Venter; 3. T. Britten.
Inboard Runabout Scratch: 1. E. Frow; 2. R. Smith; 3. T. Roberts.
Outboard Runabout Scratch: 1. R. White; 2. R. Hansom; 3. J. Harris.
Outboard Hydro Handicap: 1. C. Venter; 2. M. Sanzin; 3. T. Britten.
Inboard Runabout Handicap: 1. E. Frow; 2. D. Dunk; 3. R. Smith.
Outboard Runabout Handicap: 1. R. Coleman; 2. J. Hutchinson; 3. G. Hartley.
Third Heat Interclub High Points Outboard Hydro Handicap: 1. E. Byrne; 2. T. Britten; 3. M. Sanzin.
Third Heat Inboard Runabout Handicap: 1. E. Frow; 2. D. Dunk; 3. T. Roberts.
Third Heat Outboard Handicap: 1. J. Hutchinson; 2. A. Hanson; 3. K. Botha.
Outboard Hydro Scratch: 1. J. le Fevre; 2. E. Byrne; 3. C. Venter.
Inboard Runabout Handicap: 1. J. Boyce; 2. L. Mills.
Outboard Runabout Handicap: 1. R. Coleman; 2. J. Hutchinson; 3. J. Harris.
Outboard Hydro Handicap: 1. B. Friend; 2. J. le Fevre; 3. E. Byrne.
Inboard Runabout Handicap: 1. J. Boyce; 2. G. Eaton; 3. J. Shepherd.
Outboard Runabout Handicap: 1. R. White; 2. G. Hartley; 3. J. Hutchinson.

CLUB NOTES



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two seconds, two thirds and a win. Ernie Shaw and Berry Smith were placed second and third overall in the contest.

Six of the ten Enterprises were local skippers. Star skipper in this class was Peter Gordon of the University of Natal (Maritzburg) Yacht Club, who scored four wins and a second.

In the 505s Maurice Dobeys won four out of five races, making him overall winner. The 505s raced for a new shield presented by BP for this regatta which will eventually be for the Natal 505 Championships.

It was a pity that for many yachtsmen the Monday was a working day. This thinned the fleet down to 16 craft.

The next day, however, scores of visitors returned and it was a pleasant surprise to see a Flying Dutchman, Mick Butcher's from Durban, join the fleet of 505s. He left them well behind.

RESULTS FESTIVAL REGATTA

505s

First Race: 1. M. Dobeys; 2. L. Bray; 3. N. Stephenson.
Second Race: 1. M. Dobeys; 2. R. Jones; 3. L. Bray.
Third Race: 1. R. Jones; 2. L. Bray; 3. M. Dobeys.
Fourth Race: 1. M. Dobeys; 2. R. Jones; 3. F. v. Klemperen.
Fifth Race: 1. M. Dobeys; 2. N. Stephenson; 3. L. Bray.

Overall Points: 1. Feefi (M. Dobeys) 3,784; 2. Shesa (R. Jones) 2,483; 3. Gayleen (L. Bray) 2,228.

Finns

First Race: 1. B. Smith; 2. R. Harris; 3. D. Haliburton.
Second Race: 1. D. Haliburton; 2. E. Shaw; 3. R. Harris.
Third Race: 1. E. Shaw; 2. R. Harris; 3. R. Haliburton.
Fourth Race: 1. R. Harris; 2. E. Shaw; 3. B. Smith.
Fifth Race: 1. B. Smith; 2. J. Howard; 3. R. Harris.

Overall Points: 1. Fumbelina (R. Harris) 2,705; 2. Friendship 7 (E. Shaw) 2,580; 3. Vanessa (B. Smith) 2,483.

Enterprises

First Race: 1. R. Rake; 2. P. Gordon; 3. C. Biggs.
Second Race: 1. P. Gordon; 2. K. McKenzie; 3. C. Hills.
Third Race: 1. C. Hills; 2. P. Gordon; 3. R. Rake.
Fourth Race: 1. P. Gordon; 2. L. Tibbit.
Fifth Race: 1. P. Gordon; 2. L. Tibbit; 3. R. Rake.

Overall Points: Enigma (P. Gordon) 3,710; 2. Aphrodite (R. Rake) 2,363; Eclair (C. Hills) 1,531.

Dabchicks

Overall Points Position: 1. Delfin (B. Morrison) 2,598; 2. Donna (B. Nuttall) 2,246; 3. Dunchic (G. Ward) 1,497.

Combined (on handicap)

Overall Points Position: 1. Falcon (B. Hulbert) 3,141; 2. Swithe (B. Vickers) 2,840; 3. Suivez Moi (B. Morrison) 2,442.